

PERRY COUNTY

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| Barwell (see Jamestown) | Jacktown (see Denmark) |
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APPLETON

When the Illinois Central Railroad was built in northern Perry County, in 1853, a post office was established where the Shawneetown to St. Louis Post Road crossed the tracks and named it Appleton. Appleton Post Office was opened March 10, 1848. It was closed January 8, 1855. The village of Appleton was laid out September 28, 1853 in section 33, township 4, range 1 west on the east side of the railroad.

The village of Tamaroe was plotted just north of Appleton. It was less than a quarter of a mile between them. The railroad built a depot and freight house in Tamaroe. The post office at Appleton was closed January 8 and Tamaroe Post Office was opened May 16 of 1855.

Charles Cole, and Chester Miller, built a railroad from Chester to Appleton in 1892. They called the railroad The Wabash Chester and Western. In 1892 Appleton had a roundhouse and turntable. The W.C. and W. Railroad is now part of the Missouri Pacific System.

Appleton is now part of Tamaroe. A few older people know of its past but the younger generation in Tamaroe know nothing about it, except that the southeast part of Tamaroe is still called Appleton.

BEACOUPI MINE

Beacoup Mine was laid out around the Beacoup Mine Shaft on the Cairo Short Line Railroad, a branch of the St. Louis, Alton and Terre Haute Railroad. It was along the line dividing sections 14 and 15, township 5, range 3. It was surveyed for Beacoup Coal Company December 17, 1871. The village was a small collection of miners' houses, a rural school, a hotel that was but a large boarding house, a saloon and a store.

W.W. Burk, a mining engineer, came from Pennsylvania by steamboat down the Ohio and up the Mississippi Rivers to Chester and set up the mine for Donk Brothers, in 1871.

In 1880 the Beacoup Creek broke through the thirty or so feet of overburden and flowed in the mine. The first news came from a negro woman who had gone to the creek to do her laundry. She came running back to town declaring the world was coming to an end. Beacoup Creek was flowing backwards. Nothing worked anymore. Logs and brush were moving upstream rapidly.

The creek flooded the mine quickly. Old miners said for years that a man and his son were trapped in the flood. In 1918, the mine was pumped out and the body of Joseph Neising was found lying face down on the floor of the mine. His body was petrified by the mineral water. Even his pipe and tobacco were perfectly preserved.

With the mine gone, the village was soon abandoned. The area is still known as Beacoup and has several houses, a church and a sport store along the west side of State Highway 13. The city limits of Pinkneyville joins the village.

BERLIN

Joseph B. Curlee, a native of North Carolina and a soldier in the War of 1812, migrated to Tennessee. He did not like Tennessee and had heard of rich level land in Illinois. He first moved to Fayette County, then southward to Washington County near Nashville. He put in a crop there and after the harvest he moved to Perry County and settled in section 17, township 4, range 1 west. Here he farmed and kept a country store.

Joseph's parents were Baptist but Joe was converted under the preaching of Reverend D.W. Phillips, a Methodist preacher who held a church in Curlee's home. Joseph Curlee had two sons. One of them married Reverend Phillips' daughter. Reverend Phillips later became President of McKendree College.

Nathaniel Curlee secured the old homestead and plotted a village of 64 lots on it June 11, 1840. He named the town Berlin. The lots were 60 by 129

feet. The plat was recorded in Book of Deeds B page 428. It is not known how much Berlin developed. It contained Curlee's Store, the Berlin Methodist Church and at least ten houses.

Across the road was the Curlee Cemetery, where Berlin buried the dead. It grew up in trees and underbrush until 1971, when it was cleared and cleaned up. Several stones still stand. Rev. D.W. Phillips is buried there. There are graves of Vienna Watts and John Harget, born in 1819, Mary and Joe Curlee and three Civil War soldiers. It must have been a fair sized hamlet to bury so many in its cemetery.

CAMDEN

Camden is located in the southwest corner of section 5, township 4, range 2. The site is a mile east of Todd's Mill Church and just over a mile east of Rice. It is just west of Slades Branch.

Twenty-four lots, four blocks of six lots, were laid out. A street running north from the public road was named Todd's Mill Road. It crossed Broadway running east and west. The streets were one hundred feet wide. The lots were 60 by 100 feet. This plat was recorded in Book of Deeds K page 66. The subdivision was never promoted and never developed. There never were any businesses in Camden. It never had a post office.

Today nothing remains of the village Phillip Berniski owns and farms the land. His farmhouse is in Camden and so is part of his farm unit. Part of the village site is under cultivation. The ghost of Camden lives only in the county clerk's records.

CLINCH

Clinch was also called Clinch Row. It is located three quarters of a mile north of Old Duquoin. It all began when Ward Eaton sank a mine there. The mine changed hands several times. It was known as Clear and Clinch Mine, Old Majestic Mine, and Peabody Mine. The mine company built a village of four room hip roofed houses as living quarters for the miners.

Not all the miners at Clinch lived in the village. A shuttle train came out of Duquoin over the Illinois Central Railroad each morning and back each evening. The houses were supplied with water from wells and there was a community well.

Peabody Coal Company bought the mine in 1936 and operated it until 1954. Then it closed. Those houses closest to the mine were torn down. Those on the east road near the crossroad and those on the north road were sold to miners for homes. There are eighteen original houses in Clinch. Some new houses have been built in the village. The ruins of the mine still stand about a mile east of the crossroad.

CONANT

When the Wabash Chester and Western Railroad was built across Perry County, in 1871, a station was located in the southwest quarter of the southwest quarter of section 25, township 5, range 4 and named Conant for a family who lived there. A depot was built and an agent hired. Soon a small coal mine was sunk by the railroad. Three stores were opened and a post office was secured. The post office was named Brownsville. One store was operated by Marion Feulton and a man named Bishop, as partners. A second store was run by A.F. Beck and a third by Gabriel Treffts. Al Koons was the blacksmith with Joseph Krick, a wagon maker and a wheelwright, as partner. There was a creamery and a grain elevator owned by a farmers' co-op. Dale Brown was manager of the creamery.

X SE/SE

Brownsville Post Office was established in Conant June 3, 1872. The name was changed to Conant April 19, 1875. It must have been closed for there is a record of a reestablishing June 14, 1878. When it was reopened it was located in Fred W. Beck's store and Mr. Beck was the postmaster. He held this position until it was finally closed December 14, 1911. Conant mail now come R.F.D. Pinkneyville.

The Trinity Lutheran Church was organized and a building erected in 1897. The congregation built the church without any outside help. The frame is of white oak and the weatherboarding and interior is of black walnut. The carving was done by the German farmers who built the church. It depicts the Ten Commandments, The Lord's Supper and the descending dove representing the falling of the Holy Spirit. All carvings are in black walnut. Over the door is inscribed in both English and German the name "Trinity Lutheran Church." During a tornado in 1954 the church was moved off its foundation. It was not seriously damaged and was replaced on the foundation without loss.

Conant was never plotted into lots but small tracts of land compose the village. Residents were of old German stock. Many of them were reared in Conant and never learned to speak English. During the First World War some radical patriots looked upon these people as Germans and not Americans. Rumors spread that they were German spies for the Keizer. There were two anti-German riots there during the war. A band of men came to Trinity Lutheran Church on Maundy Thursday and took the seventy-seven year old minister from the sanctuary where he was worshipping. They smeared his face with hot tar but never applied the feathers, as was planned. Another mob attacked A.F. Beck, the old storekeeper. They had hot tar and feathers but Mr. Beck held them at bay until the sheriff and state's attorney arrived. The sheriff broke up the mob when he announced it was an unlawful assembly. "These people are loyal Americans as any of you," he announced, "and I will shoot any man who lays a hand on this old storekeeper."

Today the church stands in a grove of trees. There are two wells on the grounds. One has a curb the other a platform and pump. Some of the old Trefft Store foundations can be seen across the street from Beck's Store. The Missouri Pacific now owns the W.C. and W. Railroad but does no business in Conant. A stockyard dealing in feeder pigs is doing a good business there now. The Beck grocery is still in business. Fred Beck runs the store. He is the son of the old storekeeper, A.F. Beck. Fred was born in Conant in 1890. He is a colorful figure in Conant. He was station agent until the depot closed. He is chairman of the board of The Illinois Thrashermen's Association. He owned and operated a garage in Conant until it was destroyed by a tornado in 1957.

Today there are no Conants in the village. Their posterity live near Anna, Illinois. The population of about forty is about half German stock. The gob pile where the mine stood is small but prominent on the village scene. The busy days of Conant are gone. Fred W. Beck is now 82 years old. (1972) His sisters are a few years younger than he is. The Beck Grocery's future is uncertain. Thirteen houses now make up the village that has had such a colorful past.

DENMARK

Denmark is located on the blacktop road seven miles west of Pyatts. It is in the northwest quarter of the northwest quarter of section 4, township 6, range 4. Denmark was plotted by J.D. Rees, April 1, 1860. The town consisted of 24 lots 40 by 100 feet. Broadway and Main Streets were 60 feet wide. The village soon acquired the name Jack Town.

S.M. Cotton opened a store there and secured a post office December 18, 1865. William Boan, a clerk in Cotton's Store, was the first postmaster. Denmark Post Office was closed January 17, 1876 but was reopened February 28, of that same year. It was finally closed November 15, 1906.

Denmark was not vigorously promoted and never developed extensively. A Presbyterian Church and a Baptist Church were organized in Denmark. The community had a school. William Boan put up a second store and the post

office was moved to his store. After Boan's Store, the post office was moved to the dressmaking shop Mary Rees had in one room of her home. Mary became postmistress. J.L. Tessier was the village blacksmith. With him was James Eaton, a wagon maker.

S.M. Cotton had the first store. It was a general store selling a great number of items and buying eggs and cream. He also sold ice, a rare item in a small community in that day. Most of the customers were farmers who sold eggs and cream, bought groceries and supplies and had a little money coming back to them. They seldom bought an article and paid cash for it. Cotton sold his store to a man named Biggim. Mrs. Grace Higgeson, a granddaughter of S.M. Cotton, now runs the store. It is the only business in town.

The Presbyterian Church was disorganized and the church building torn down several years ago. The Baptist Church survived. It was a picturesque white frame building. One Sunday afternoon it was struck by lightning during a summer rain. The steeple caught fire. In spite of much effort to save the church it burned to the ground. A brick church was built in its place. An addition was erected in the late 1960s. This addition was built of vitrified building tile. It is an attractive church with a parsonage and full-time minister. The church has a membership of 170, a Sunday School enrollment of 125 and an average attendance of 90.

Today the church, Higgeson's Store and seven houses is all that is left of Denmark.

DENNY

The Eldorado Branch of the Illinois Central Railroad was built through Holt's Prairie and a station was set up in section 33, township 5, range 2 and named Denny. It was a flag stop for passengers but a storage depot for the railroad. Ties, rails, spikes, tie plates, switch points and frogs were stored there. Beside the storage yard, the railroad had a telephone booth and a shelter for passengers waiting for a train. A grain elevator and four or five houses made up the town.

There have been four oil wells drilled within half a mile of Denny in the last sixty years. All have proved to produce more salt water than it was profitable to remove from the oil.

Today Denny is gone. One house remains. It is the farm home of Thomas Johnson.

EAGLETOWN

Eagletown was laid out by Henry Horn, in the northwest quarter of section 5, township 6, range 1 west. It consisted of 29 lots 66 by 142½ feet, laying east of the Illinois Central Railroad tracks. This is northeast and adjoining St. John. It is now considered part of St. John even though it has never been incorporated.

There was a slope mine there at the turn of the century. A Mr. Shroder kept store there until about 1935. Henry Horn drilled a well near the site of the in 1851. He hoped to find oil but instead struck salt water. He was a resourceful man and turned his defeat into a victory by opening a salt works. The well was across the railroad and public road from the place where Eagletown was to come into existence December 12, 1883.

Eagletown had a coke oven, a brick kiln and a mine. At one time St. John had a cooperage and several men from Eagletown worked there.

Today Dunn Brothers operates a concrete batch plant where coal from the strip mine is loaded into railroad cars. There are 15 houses in the hamlet. Now lots and houses both sides of the railroad north of St. John are considered to be Eagletown. However, the plat was only those east of the tracks.

FOUR MILE PRAIRIE

Four Mile Prairie was an area of grassland lying between Beacoup and Galum Creeks. John Flack settled here in the spring of 1799. He was the first white settler in Perry County. Flack built a log cabin on a hill in the southwest quarter of section

11, township 6, range 3.

Then the Shawnee to Kaskaskia trail was but a buffalo path through the woods and grassland. In 1800 the trail was cut into a trace. A trace was a one lane road with turn outs for passing at various intervals. Congress granted a petition to build a post road on the Kaskaskia Trace but the War of 1812 kept Congress from appropriating the necessary funds to pay for the road. In 1816 Congress made the appropriation and the road was surveyed. In 1817, the road was built through Four Mile Prairie. The surveyor, Abner Flack, officially gave Four Mile Prairie its name.

Fifty-one years later Four Mile Prairie Post Office was established in a farmhouse, March 29, 1868. It was closed for some unknown reason May 27, 1875, but was reopened August 23 of that same year. The post office was moved to Pennyville February 20, 1877 and the name changed to Pennyville.

GALUM

The exact location of the Galum Post Office is not known. It was established probably in a log house, in township 6, range 3 along the Kaskaskia Trail, July 25, 1823 in Jackson County. It became located in Perry County when the county was created out of Jackson County, even though it did really move. The post office was closed December 31, 1830 but was reopened December 14, 1838 and finally closed May 13, 1875.

During that later period three families lived along the trail. They were J.J. Pyatt, A.J. Baird and G. Vallentine. The post office may have been in one of their homes.

HOLDEN

Holden was plotted in the northwest quarter of the northwest quarter of section 32, township 5, range 1 west, for Marion Teague, May 18, 1885. The village consisted of 26 lots 100 by 150 feet, one lot 100 by 657, one lot 280 by 306 and one lot 407 by 851 feet.

A coal mine was sunk by Benjamin Goddard under the name of Perry County Coal Company. William Jackson built a brick kiln and burnt brick in Holden. There was a company store selling almost any item one could ask for. There was also a store run by Joseph Morris and another by "Babe" Woodside. William Matthews had a store and the Holden Post Office in one corner of the store. The records in Washington, D.C. do not show a Holden Post Office in Perry County.

The trains did not stop at Holden. The mail bag was hung out and the incoming mail was thrown from the train.

Today there are four houses in Holden. They are all new. None of the original village remains. A grain elevator stands where the mine stood.

HORNVILLE

Henry Horn, a business man and banker in Duquoin, plotted 24 lots in the southwest quarter of the northeast quarter of section 19, township 6, range 1 west, September 24, 1888. He named the plat Hornville. The lots were 50 by 160 feet with 12 lots on each side of a 70 foot street.

Nothing became of the venture and today it is strip mine spoil banks.

IOWA

Iowa was the first post office in Paradise Prairie. It was a tick-tack-toe village of eight blocks and a public square in the center of town. Each block had 8 lots 100 by 200 feet. The hamlet was located in section 23, township 5, range 1 west.

Aquila Combs had the first store in Iowa. It was built and opened in 1837. Iowa Post Office was established in one corner of the store December 6,

1837. It was discontinued March 15, 1843 but was reopened February 20, 1844. The final closing occurred October 3, 1856.

Thomas Jones had a small store in the village. So did Robin Kelly. Block 3 was reserved for the school and block 18 for a church. Paradise Prairie Baptist Church was organized in 1835 and the house of worship was erected on block 18. The church was the chief reason for the village to be built there.

Today the church and the cemetery are all that is left of Iowa.

JAMESTOWN

The Allen Coal Company sank a mine in section 34, township 6, range 4 and on October 1, 1920 a village was plotted around the mine. This village was named Jamestown for James R. Allen. It consisted of 76 lots 50 by 142 feet and 7 lots, "fifty feet wide and running to Galum Creek." The town acquired the name Barwells and the nickname Grasshopper.

Jamestown grew rapidly. John Sedovnik erected a large two story building in which he ran a general store on the lower floor and a dance hall on the upper floor. There followed two other stores, a blacksmith shop, moving picture theater, restaurant, school, Baptist Church and about fifty houses.

The houses built by the Diamond Realty Company were of varied architectural design, an uncommon thing in a mine camp. The school was started in the upper room of John Sedovnik's building. Later the school board bought a one story brick store building from George Montique and remodeled it into a schoolhouse. The Jamestown School was consolidated with Trico in the 1940s.

The Allen Coal Company sold their interest to Southern Gem Coal Company, who sank a second mine at Jamestown. In 1923 the Southern Gem Coal Company became bankrupt and closed the mines. Then Jamestown declined rapidly and by 1950 the population was only 80.

Today 7 houses stand. There is no business of any kind in Jamestown. The Sedovnik Building stands in ruins. The windows are gone, the roof has fallen in and trees have grown up beside the foundation. The Northwest Division of Consolidated Coal Company has bought several lots in Jamestown and some farm land surrounding the village. Jamestown may soon be buried beneath heaps of strip mine spoil.

LEESBURG

Leesburg was located along the St. Louis-Shawneetown Trail. It was an inn operated by Isaac and Abraham Lee. It was in the northeast quarter of section 21, township 4, range 2. The Leesburg Post Office was established, probably in the inn, August 7, 1834. It was closed September 18, 1836 but reopened February 25, 1837 and finally closed September 7, 1839.

MATTHEWS

Between 1825 and 1830 a number of pioneers from the rugged hill country of Tennessee moved northwestward in search of better farm land. They found a plot of grassland four miles across laying between Beacoup and Galum Creeks, that had been named Four Mile Prairie by Abner Flack, when he surveyed the Shawneetown-Kaskaskia Post Road in 1816. These people had Anglo-Saxon names, like Pyatt, Weatherford, Smith, Winters, Ahlers and Crain.

Beacoup Creek, Walker's Creek, Young's Creek and Galum Creek Bottoms were covered with a heavy growth of virgin timber of rich silt loam soil. The land abounded with wild deer, turkeys, water fowl, bear, rabbits and squirrels. There was plenty to live on but there was no adequate transportation to carry products to market. Wagons loaded at one point and unloaded at another. They could not be depended upon to take produce along the way. Too, they did not run on any schedule.

In 1899 the Illinois Central Railroad built the Carbondale-St. Louis Branch and set up a station in the southern end of Four Mile Prairie. The station was named Grove's Station. Here the railroad built a depot and freight house on the east side of the tracks. The railroad was built on the boundary between ranges 2 and 3 and Grove's Depot was built in section 31, township 6, range 2. A grain elevator was built just north of the depot.

In 1899, William Scott Matthews came from Tennessee to Grove's Station. By the spring of 1900 he had set up a sawmill and began to harvest the timber in Beacoup Bottoms. About a dozen houses were built around the mill. Scott Matthews leased land from Henry Ahler and erected a large store building. This was a company store for the mill but it served the farmers in the community also. Mrs. William Sullivan, Henry Ahler's daughter, described the store as "selling everything from a toothpick to a set of harnesses." The store had a large cream buying station. The store was operated by Scott Matthews, Mr. Duckworth, Herman Hepp, Choisser, M.R. Reid, H.G. Ahlers and Arthur Dunn, in that order.

A post office was opened in the store January 21, 1901 under the name of Daily. This name was changed to Matthews July 23, 1903. As the store managers changed the new manager became postmaster. The post office was discontinued Feb. 29, 1936 and mail was ordered sent to Pinkneyville. Soon after the post office closed the store went out of business and the building was torn down.

The railroad changed the name of the station to Matthews when the name of the post office was changed. Two freight trains and four passengers stopped at Matthews daily. Train services were stopped as business declined until no trains stopped at Matthews. Until it was discontinued in 1935, the St. Louis section of The Panama Limited passed through Matthews. This luxury train was quite a sight passing through the countryside with people in the observation and dining cars.

Scott Matthews was a conscientious man. His mill hands had children and Matthews worked to get a school at the station. Grove's School was opened in the fall of 1900. As the timber became depleted, fewer and fewer pupils attended Grove's School. An election was held and Grove's School was consolidated March 31, 1951. The Grove's School building was used until 1955 when the lower grades were bussed to Osburn School and the higher grades to Biggham School. The new District included Groves, Biggham, Kingly, Baruel and Walkenhorst Schools. Now they are all part of Pinkneyville Grade School District. The Grove's School building stood and deteriorated until there was not enough good lumber in it to justify tearing it down. It was burned in 1970.

Matthews Baptist Church was organized in 1902 and a building erected in the southwest corner of section 30 diagonally across the road and railroad crossing from the store. The church served the community for over sixty years before it was disorganized. The church was closed but it has been revived. It has services on Sunday evenings. All the people who attend live in Duquoin or Pinkneyville except two families. There are two houses in ruin within a hundred yards of the church. Matthews Church had a homecoming September 10, 1972 celebrating its seventieth anniversary with all day services and basket dinner on the grounds.

Matthews was never plotted into lots. It consisted of small fractions of acreage bought or leased. Today William Sullivan lives where the store stood. Across the tracks is part of the old elevator foundation. All signs of the depot and freight house are gone. The railroad has been taken up. Matthew, the town that sprang up like a mushroom, has faded into the past.

MOUNT HAWKINS

Samuel Hawkins was of English descent. Among his ancestry was Sir James Hawkins, the captain of the ship which brought the first African slaves to America, and John Hawkins, Governor of Tennessee.

He came to Shawneetown in 1834 and to Perry County in 1837. Here he entered a large tract of land and built a log house in the southeast corner of the northwest quarter of section 5, township 5, range 1 west. The house was beside the Shawneetown-St. Louis Trail. Hawkins opened Mount Hawkins Post Office in his living room July 1, 1840. It was closed February 21, 1857. Why

the Mount on the Mount Hawkins is not known, for it was located on the level land of Paradise Prairie.

The old Hawkins log house fell into ruin and was torn down. A new brick dwelling was built near the site in 1974.

OLD DUQUOIN

Old Duquoin is located on a hill overlooking the surrounding country just west of Little Muddy River, on the Shawneetown to Kaskaskia Post Road. This is also in section 26 and 27 of township 6, range 1 west. It is on State Highway 14.

Some legend tells us that it was named for Chief Juan Baptiste DuCoine, the half breed chieftain of the Tamaroa Indians. But this legend is false. The Tamaroas suffered a devastating defeat at the hands of the Shawnee in 1802 and was never an organized tribe after that. Chief DuCoine died in 1811, before Duquoin was settled. The people of Duquoin may never have known him. The village was named for his grandson, Louis Jefferson DuCoine. The book, "Illinois in 1818" states that there was no Tamaroa Indians in Illinois in 1818.

Jerald Jackson built a toll bridge over Little Muddy River in 1803. Harm Root and Ephraim Skinner and others settled near the site of Old Duquoin in 1816, when the post road was cut through the area. Elijah Wells set up a crude grist mill in 1829. He could grind only fifteen bushels of corn a day. Too, it was coarse and gritty. Elijah Lane built a treadmill in 1830 and ran it with a horse. Robert Yearling built an efficient treadmill in 1841. It too was driven by horses.

Religion came to Old Duquoin in 1819 when Joseph Taylor, a Universalist preacher held worship services in a private home. Presbyterian, Baptist and Methodist circuit riders came soon after. Reverend John Mulkey, the first Christian Church preacher in Illinois, came from Mulkeytown on horseback to preach to the people of Old Duquoin.

It was not until 1830 that Daniel Dry opened a store on the hill. He applied for licenses to sell liquor in 1831. David Mead and Chester A. Keyes followed Dry and opened stores. The town grew steadily from the first mill in 1829 until it had three stores, a mill, two blacksmith shops, a wagon maker, a shoemaker, a plough factory, a college, a school, two churches, a post office and several houses. Dr. Brayshaw practiced medicine there and ran a drugstore. The town was platted in 1844, fourteen years after it was settled. Amos Webster did the surveying and drew up the plat but never recorded it.

Some believe that Daniel Dry had a post office in his store. The stagecoach that carried mail on the Kaskaskia Road came through Old Duquoin. However, the first post office of record was established July 13, 1877 and was discontinued June 29, 1889. The post office was reopened under the name of Sifert January 15, 1895 and was closed June 27, 1897.

The new Land Grant Railroad through the county caused considerable speculation. When the final survey was made the railroad would miss Old Duquoin by three miles. Duquoin Station was set up five miles away. Chester A. Keyes and a railroad agent named Isaac Metcalf laid out a town at the station September 20, 1853. The tracks were built through Duquoin Station in 1855 and the station took the name of Duquoin. The old village then became Old Duquoin. Keyes moved his store to New Duquoin.

This would have doomed Old Duquoin then had it not been that there was a shortage of school teachers in 1850. That year the people of Old Duquoin appealed to the Educational Association in the East for teachers. The Presbyterian Church sent Miss Eliza Paine, of Massachusetts to establish a girls' school at Old Duquoin, in 1852.

In August of that year seventy people met and signed "Articles of Compact" and pledged one thousand thirty-four dollars to establish a girls' school. They elected a board of eighteen members at their second meeting. On November 18, 1854, Miss Paine was appointed principal of Duquoin Female Seminary, under the supervision of the Presbyterian Church. The school was chartered by the State Legislature

February 28, 1855.

On April 28, 1856 the board bought six acres of land on the hill "southwest of the market" for six hundred dollars. On June 16 of that year the cornerstone was laid and the new college building was erected.

W.S. Gilman, of New York City, visited the school and while there bought six acres adjoining the school ground and donated it to the seminary, giving it twelve acres of land.

Miss Paine went back East to carry "this enterprise directly to the hearts of the Christians there." She raised fourteen hundred dollars in cash and pledges.

The economic depression of 1857 was greatly hazardous to the school. Many unpaid pledges were never collected. The school nearly failed. Assets were turned over to creditors. Then Mrs. P.C. Morrison, of Collinsville, came to the rescue. She donated twenty-five hundred dollars to the seminary. This paid all debts and left some operating funds.

The Duquoin Seminary was definately a church school. Every student had to attend church at least once every Sunday. Students were not to leave or return to school on Sunday. No social calls were made or accepted on Sunday.

It was the policy of the school to make education as inexpensive as possible. Fees for each ten week term were:

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| Preparatory Department Tuition..... | \$4.00 |
| Higher Department Tuition | 6.00 |
| Use of Piano..... | 2.00 |
| Board per week..... | 3.00 |
| Wood, furnished in the room | .50 |

There were special lessons in drawing, painting and language for extra fees.

Rooms were furnished with a bed, table, two chairs and a stove. Although the school was founded as a girls' school it soon became co-educational.

After more than fifty years of service the college closed. The building was used as an orphanage for a while and was abandoned. The building burned in 1910. Mrs. Amelia Miller of Old Duquoin remembers the school children watching the fire. Miss Emma Mann, their teacher, marched the children out of the school and lined them up at a safe distance and allowed them to watch the fire. Charles Campbell remembers holiday celebrations at the old seminary grounds. He remembers riding the flying jenny and teeter-totters that were made for the orphans.

The Illinois Division of Highways saved Old Duquoin after the seminary closed. State Route 14 was built through Old Duquoin. This gave the people of the hamlet access to trading centers and to employment in nearby towns.

A historical marker was erected at Old Duquoin in 1954, beside the highway in front of Skidmore's Store. Six former students of the seminary were present at the dedication of the marker.

Today there are about as many houses in Old Duquoin as there ever were. The Skidmore store was the last business in Old Duquoin. Rosalee Skidmore lives in the old store building and ran a small restaurant in what was once the Skidmore Filling Station. Old Duquoin has become a rural residential area.

PENNYVILLE

Pennyville was located on what is now the blacktop road from Pyatt to Denmark. It was in the northwest corner of the southwest quarter of section 14, township 6, range 3. It is across the road from Pyramid State Park.

A man named Independence Rule settled here. His house became a stop for the mail route. Four Mile Post Office was moved a mile east on the road and the name changed to Pennyville February 20, 1877. Mail was carried by a man on horseback. Independence Rule acquired the nickname "Penny" as a short form of Independence.

Dr. Huntsinger of Pinkneyville had an office in Pennyville. He came here to practice medicine one day a week. There was a school and two or three dwellings. That made up the hamlet.

Independence Rule was a charter member and president of the Pennyville Horse

and Mule Protective Association. The association met in Rule's house once a month and each member paid twenty-five cents dues. This money was used to prosecute horse thieves. The penalty for horse stealing was death by hanging in those days.

Pennyville was a colorful little community because Independence Rule was a colorful man. It had no store, blacksmith shop or mill. It did have a post office and a doctor's office. The St. Louis Branch of The Illinois Central Railroad was built in 1886 and the post office was moved to Pyatt Station. The school closed. The doctor ceased to come to Pennyville. Years later the land was strip mined, burying the little community forever, but the ghost of the hamlet's past would not remain in its grave. It walks in legends of the south central part of Perry County even today.

Sec 20

PLEASANT SHADE

The old St. Louis to Shawneetown Post Road crossed Little Muddy River in section 2, township 5, range 1 east. About three quarters of a mile west of the bridge, on a hill stood the home of Robert M. Galloway. Pleasant Shade Post Office was established in the Galloway farmhouse June 9, 1847. It was moved to a farmhouse on Little Indian Creek, in Franklin County, December 8, 1853 and was discontinued October 10, 1859. The post office was reopened on Galloway Hill, in Perry County, July 6, 1866 and was finally closed November 8, 1869. Tom Penwarden bought the Galloway farm and the place became known as Penwarden Hill.

Robert M. Galloway was of Scotch-Irish stock. He came to Perry County in 1800 and entered his land in 1837. He purchased 1700 acres along Little Muddy River. Mrs. Galloway told of Indians of the area trying to teach her to shoot the bow and arrow. The could shoot better with a bow and arrow than she could with a rifle and Mrs. Galloway was no slouch with a rifle. These were Tamaroa Indians from the hill at Old Duquoin. After the battle of Townmount Prairie in 1802 their Indian friends never came to the Galloways. Some had gone to the Happy Hunting Ground.

Robert Galloway was elected to the State Legislature and during his term introduced a bill to make the county line the Little Muddy River instead of the Third Principle Meridian. The bill was passed in 1835.

There is a legend that states that Abraham Lincoln spent a night in the Galloway home. The truth of this legend is not known.

Robert M. Galloway was a great grandfather of Therlo Lewis, a prominent lawyer in Franklin County, Evert Lewis a prominent judge and Louis E. Lewis publisher and Speaker of the Illinois House of Representatives.

Today only the well remains at Pleasant Shade. The old St. Louis Trail can be seen where it passed up the hill. The roadway was cut about five feet in the hillside by the hooves and wheels that passed over it. The earthen abutment of the old Galloway Bridge over Little Muddy River can still be seen.

PYATT'S

Samuel Pyatt and two young nephews came from Jackson County in 1829 and acquired land in Perry County. They found a place in Four Mile Prairie where there were three hills within a quarter of a mile of each other. Here they decided to enter land so that each one of them would have a hill upon which to build a house and not be very far apart. This was important because the hills were dry and the lower land was swampy part of the year. Also, there were bands of roving Indians and even worse white outlaws and no close legal protection.

In the next forty years several people settled near Pyatt's. Four Mile Prairie Post Office was established in a farmhouse March 9, 1868. It was discontinued May 5, 1875 but was reopened August 23 of that same year. It was moved to Pennyville February 20, 1877 and the name changed to Pennyville. It was moved again, this time to Pyatt's Station and the name was changed to Pyatt's. This occurred November 15, 1882. James Pyatt became the postmaster. It was finally

closed December 31, 1910.

The real prosperity came to Pyatt's in 1886 when the St. Louis-Carbondale Branch of the Illinois Central Railroad was built and a station was set up here and named for James M. Pyatt. There was a depot and freight house built and James Pyatt was hired as an agent. He served in this capacity for thirty-nine years. His son, John I. Pyatt, succeeded him in this capacity serving the community until the depot closed in 1943. A telegraph station was continued for a short time and all operations stopped. The depot was torn down and later the tracks were taken up.

In the height of its prosperity, Pyatt's had two general stores. One was operated by Sim Walker. Henry Helms had the blacksmith shop. Elderly people, who knew Mr. Helms, still praise his skill at the forge. The railroad was the chief business in Pyatt's. Through the station was handled hundreds of thousands of tons of coal shipped from strip mines near Pyatt's.

When State Route 13 was built through Pyatt's in the 1920s, Lucian Pyatt built a garage at the curve of the highway. He did a good volume of business until the building burned one night. Mr. Pyatt vowed that an arsonist set the fire. About a year later an arsonist was arrested by the county sheriff. During questioning he admitted setting fire to the Pyatt Garage. He had no grudge and scarcely knew Mr. Pyatt. He just wanted to see a fire.

The only business in Pyatt's today is a bulk oil plant. It stands where Lucian Pyatt's garage stood. Seven houses are still in Pyatt's. That is all that remains but memories.

RICE

Rice is located in section 1 and 12, township 4, range 3 on Three Mile Prairie. This is nine miles north of Pinkneyville, on State Highway 127. It was never plotted into lots but was a community of small tracts of land ranging from one half acre to ten acres. Because of this Rice had no definite boundaries and no record of existence in the county clerk's office.

A general store was opened there in 1893 by a man named Babbs. Rice Post Office was opened in the store March 12, 1894. It received its name from the postmaster. The post office closed January 15, 1900 when the area became R.F.D. Pinkneyville. That same year Ray Hunter bought the store from Mr. Bibbs. Hunter was the village merchant for sixty years. The building is now closed and deteriorating. On the east side of the store is the Nehring Gas Company's Bulk Plant. Another Nehring plant is located up the old road about half a mile. Nehring deals in bottled L.P. gas.

In the height of its prosperity the village had the store, and a blacksmith shop run by Jones Brothers. There was a molasses mill operated by Jones and Hutching. A large plant for condensing milk was operated by a local stock company. Hutching owned a large block of the stock. The plant was called The Creamery by local folk. Dr. Holman practiced medicine in rice for many years. His son Oliver Holman, was safety engineer at Granit City Steel Plant for several years. The old Dr. Holman house still stands in Rice. Then the village has a population of about one hundred.

In the 1880s Eli Hutching donated two acres of land in the northeast corner of section 2 for a cemetery. His brother, Reverend W.W. Hutching, a Baptist minister, donated two acres adjoining the cemetery for a church yard. A log church was built. The seats were made of split logs with wooden peg legs. The log church burned and was replaced with a frame building. In 1924 a new church was erected in Rice across the road from Hunter's Store. The old frame church was torn down and the salvaged lumber used to build a parsonage. This parsonage burned to the ground. "Not a plank of the old church exists today," laments Mrs. Inez Dempsy, an old resident of Rice.

Today the Concord Baptist Church stands. It is a large frame building with a limestone veneer front. It has a membership of about 150 and a Sunday School attendance of 60. It has a beautiful parsonage with a resident pastor.

West of the parsonage is the new cemetery. The old Concord Cemetery has been neglected. The road leading to it has grown up in brush until one must

walk to get to it from the main road. In the old burying ground one can find the graves of Eli Hutching, W.W. Hutching, the Rices, Ricsingers, Jones, Dempsys, Bibbs, and other pioneers of Rice.

RODNEY

Rodney was a post office in the front room of the farmhouse of Samuel T. Campbell. It was established July 14, 1898. Mr. Campbell found that securing a post office was no small task and he obtained the help of Mr. Henry Ward, who was better educated in such matters. The post office was named Rodney. Mail was carried on horseback. Mr. Campbell was the only postmaster Rodney ever had. It was discontinued January 15, 1901 when Rural Free Delivery came to that part of the county.

Rodney was located in the northeast corner of section 19, township 5, range 1 east.

Today the old two story gabled frame house stands in a grove of trees that must be a century old. The place is well kept. It is now the farm home of Charles Redland. The farm is known as Mid A.M. Dairy Farm.

Samuel Campbell's son, Dyre Campbell, was circuit clerk of Perry County for a number of years.

SHAKERAG

There was a tavern on the Shawneetown-Kaskaskia Post Road where the tippie of Traux Trare Burning Star Mine Number Two now stands. The tavern was not a regular stage stop but a stagecoach would stop and pick up passengers along the trail. The tavern became a flag stop along the run. The passengers would gather in the tavern to get out of the cold in the winter and for refreshments in the summer. The tavern keeper would use his white apron to flag the stagecoach. He would not take the apron off but wave it with both hands while it was tied around his waist. This amused the passengers in the oncoming stage. They would ask the driver, "What's he doing, shaking the rag?" The tavern acquired the name "Shakerag."

Years later a legend grew up that a young couple fell in love and married. One was named Shake and the other Rag. They set up a store and in front of it was a sign "Shake Rag." There was a store that followed the tavern but no such persons ever ran a store or lived in Shakerag. The store remained there until the middle of the 19th century. A large canvas sign reading Shakerag was over the store. The sign became tattered and torn and flapped in the wind long after the store closed.

Among the first settlers in Shakerag was a Kennedy family. They were followed by Johnsons. George Short came from England and settled here quite early. All these people were in Shakerag before 1855, when the Illinois Central Railroad came through the area.

By 1870 the community had grown until it had a store, a church, a school and fifty houses. Over two hundred people lived there. The residents of the area earned a living by farming and mining coal from the shallow veins in the area. They burned coal for cooking and heating while everyone else burned wood. Coal was used only by blacksmiths in their forges. Nine Mile Prairie Missionary Baptist Church served the community's spiritual needs.

Shakerag School was unique. Many were the pie and box suppers at the school, with romances springing from many of them. In summer the school was the site of ice cream socials, featuring homemade ice cream and cakes. The most unique thing about Shakerag School was a game invented there that they called Shakerag Ball. It was a kind of baseball game but the scoring was different. If a player made a home run he got a star. With a star he was entitled to another turn up to bat after he was out. If he made first base he got three "tacs." If he got half-way to first base he got only one tac. If he was the last to bat of his team and had a tac he could bat again after he was out. The game had no stopping

place but went on from recess to noon to recess, day after day. Among the teachers there was Mrs. Keith, wife of Frank Keith, a Perry County Clerk. Another teacher was Philip Provart, who became County Superintendent of Schools. Also, Mrs. Lois Hersh of Duquoin taught in Shakerag School where she as a pupil years before learned to read and write.

Shakerag had no doctor. The roads were deep with mud in winter. On such a winter night Dr. Templeton was called to Shakerag from Pinkneyville to deliver a baby. His old Model T Ford chugged along most of the way in low gear. The doctor made it to Shakerag and stopped. Before he could get out of the car he slumped over unconscious from inhaling carbon monoxide. He was pulled from the car and revived in time to deliver the baby.

The former residents of old Shakerag had a reunion at Duquoin State Fair Ground in 1970. The prime topic was Shakerag Ball. The game was played that afternoon. It may never be played again.

Today there are only mounds of strip mine spoil over old Shakerag. The village was swallowed by "progress," but the ghost of Shakerag will walk in the memories of those who lived there until the last one is gone.

TODD'S MILL

Joseph Todd came to America from Loundondery, Ireland in 1830. He landed in Philadelphia. By 1854 he had wandered into Illinois and acquired four hundred acres of land in the northwest corner of township 4, range 2 west, along Beacoup Creek. In that year he set up the first sawmill in Perry County. His son, James, continued to operate the mill until 1870.

The Todds were devoted Catholics and it was Joseph's desire to see a well established Catholic Church in the area. Todd sawed lumber at the mill and donated it to build Saint Mary Magdalene Church at Todd's Mill.

The village of Todd's Mill was never plotted and there is no record of it in the county clerk's office. Some houses were built around the mill site. Most of them were rough, unplanned, unpainted and unseasoned. When the mill closed in 1870 these houses were abandoned and soon fell into ruins. Todd's Mill never had a store or post office.

Today the church is all that remains. Though all signs of Todd's Mill are gone, the dream of Joseph Todd glows brightly in the well established church. The parochial school beside the church has 73 pupils.

James Todd became prominent in county civic affairs and, like his father, became one of the county's leading citizens.

WINKLE

Winkle was originally called Craig or Craig Station. The village of Craig was laid out October 23, 1871 for William Craig. It was to be a station on the St. Louis Branch of the Illinois Central Railroad. A depot and freight house were built there. Craig consisted of 44 lots 55 by 138 feet plotted along the railroad right of way in section 25, township 4, range 2 and recorded in Book of Deeds Y, page 577. It is eight miles northwest of Pinkneyville on State Highway 13.

Mr. Craig opened a small store and secured a post office under the name of Craig. It opened February 17, 1871. The village was plotted around the store eight months later. The post office closed April 24, 1872 but was reopened June 4, 1875 and continued until November 15, 1922.

The real life came to Craig in 1903, when the Winkle family sank Bald Eagle Mine one half mile west of Craig, near the railroad. The mine operated by Winkle Coal Company, had a biweekly payroll of \$15,000.00. The Winkle Company built a huge general store and seventy-five company houses in Craig. The Winkle houses were four room, hip roofed structures commonly called square topped houses. The store was housed in a large brick one story building bearing the inscription "Winkle Mercantile and Agricultural Company." The store stocked

groceries, meat, dry goods, clothing, hardware and farm implements. It did a thriving business. Just north of and adjoining to the store building was a two story brick building in which the Winkles lived. They also had rooms to rent upstairs to teachers and people who wanted better accommodations than the local hotel afforded.

The hotel was a large frame house. It catered to miners and laboring men. The rooms were plain and economical. Meals were served in the hotel dining room family style.

West of Winkle's store and rooming house was a planing mill housed in a sprawling frame structure. Here rough lumber was planed smooth.

Craig took the name Winkle but the post office and railroad station remained Craig. Winkle grew until it had a depot, several stores, feed mill, barbershop, cafe and a population of a thousand. The school had over a hundred pupils housed in a modern two room school building. Next to the school grounds was the Baptist Church.

The post office was closed in 1922. Coal sales dropped after the strike of 1922. The mine closed and was dismantled and the machinery shipped away. The planing mill met the same fate. The hotel burned. Oliver Winkle's big two story house across the highway from the school burned to the ground. Mr. Craig closed his store. Tom Goddard closed the last business, after being a merchant for 62 years. The paper, The Winkle Eagle, ceased publication. Houses were torn down for lumber. Many of them burned. The depot and freight house were sold and moved away. The school closed for lack of pupils and those left were sent to Swanwick in 1959.

Today there are six houses in Winkle; four of them are hip roofed. The village has a population of 12. The store building is now an antique store. It is full of relatively scarce items including fruit jars, insulators, furniture and wheels. The school building still stands vacant and is deteriorating. Beside the school stands the First Baptist Church. The building is a white frame structure. It is well kept, the only well kept building in Winkle. The church is active having worship and Sunday School every Sunday. The village is still called both Craig and Winkle. This once prosperous village is now truly a ghost town.

OTHER COMMUNITIES

Cornel Prairie Post Office was opened March 5, 1850 and closed April 7, 1868. Its location in the county is not known.

Wallsend Post Office opened March 16, 1873 and closed May 5, 1874. Its exact location in the county is unknown.

Nine Mile Prairie Post Office opened February 25, 1833 and was closed April 25, 1856. It was located somewhere on Nine Mile Prairie.